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APPLICATION NO.	F	ILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/563,152	10/563,152 01/04/2006		Yasuyuski Irisawa	126386	8372
25944	7590	07/27/2006		EXAMINER	
OLIFF & BERRIDGE, PLC P.O. BOX 19928				ARGENBRIGHT, TONY MICHAEL	
ALEXANDRIA, VA 22320				ART UNIT	PAPER NUMBER
				3747	
				DATE MAILED: 07/27/2006	

Please find below and/or attached an Office communication concerning this application or proceeding.

2) Notice of Draftsperson's Patent Drawing Review (PTO-948)

Paper No(s)/Mail Date 1/4/06,3/27/06.

3) Information Disclosure Statement(s) (PTO-1449 or PTO/SB/08)

Paper No(s)/Mail Date. _

6) __ Other:

Notice of Informal Patent Application (PTO-152)

DETAILED ACTION

Claim Rejections - 35 USC § 103

The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negatived by the manner in which the invention was made.

Claims 1 and 4 are rejected under 35 U.S.C. 103(a) as being unpatentable over Saito (2003/0040232) in view of Yanagihara et al (Japan 03-023327). In Figure 5, Saito discloses operating an engine at a fixed air-fuel ratio at low load (low airflow) and a variable lean air-fuel ratio as load (airflow) increases past a predetermined value of throttle opening a1. Saito does not disclose use of supercharging. Yanagihara et al teaches supercharging an engine to increase intake airflow and output. It would have been obvious to one with ordinary skill in the art at the time the invention was made to modify the engine of Saito to use supercharging, as taught by Yanagihara et al, to increase airflow and power output.

Allowable Subject Matter

Claims 2, 3 and 5-9 are objected to as being dependent upon a rejected base claim, but would be allowable if rewritten in independent form including all of the limitations of the base claim and any intervening claims.

The engine control systems made of record and not relied upon are considered pertinent to applicant's disclosure.

Any inquiry concerning this communication or earlier communications from the examiner should be directed to T. M. Argenbright whose telephone number is 571-272-4837. The examiner can normally be reached M-Th 6:30am-3:00pm and alt. Fridays 6:30am-2:00pm.

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If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Stephen K. Cronin can be reached on 571-272-4536. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see http://pair-direct.uspto.gov. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free). If you would like assistance from a USPTO Customer Service Representative or access to the automated information system, call 800-786-9199 (IN USA OR CANADA) or 571-272-1000.

T. M. Argenbright Primary Examiner Art Unit 3747